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PRIVATE RESIDENTS AT THE
OUTPOSTS
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NEWS OF THE FAR EAST
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with which is incorporated the
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No. 15,113. 號三十百一千五萬一第 日二初月八年二十三緒光 BONGKONG, WEDNESDAY, SEPTEMBER 19TH, 1906. 三拜禮 號九十月九年六零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st October, 1905. [a1223]

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112

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Hongkong, 24th July, 1905. [a1459]

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

8.45 p.m. & 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

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The Daily Press.

HONGKONG, SEPTEMBER 19TH, 1906.

Although the terror of the typhoon is always with us at Hongkong, it is fortunately not often that we suffer such calamitous ones as that which inflicted hundreds of thousands of dollars worth of damage yesterday, and which a number of lives which at present we can only guess, rendered most of the poor Chinese floating population homeless, and in some way or other affected every individual in the Colony. At the time of writing there has been no time to recover from the shock. While in no sense standing comparison with such disasters, it helps us to realise somewhat the feelings that must have been experienced by the people of San Francisco and Valparaiso. Just as we need more time to take stock of our loss, we also require time to revise our impressions. One thing, however, stands out amid the rest, and that is the general amazement with which the public realized the results of the blow. We were in no way prepared for it, and we think it is quite probable that, even after our very natural excitement has given place to normal calm, public opinion will support the views of the correspondent who writes us with regard to the Government Observatory. We have frequently heard old residents say prior to yesterday that the relations of our Observatory officials with neighbouring observatories were not as close and sympathetic as they ought to be, and if it should appear that the local failure to warn us of yesterday's storm was a consequence of any stupid hostility, we take it

that sufficient has happened to put an end to such an unsatisfactory state of things. It was frequently remarked yesterday that the Government should begin its policy of retrenchment by reducing the large sum apportioned to the Observatory, on account of its obvious uselessness. It may be too soon to condemn an important department, in such a way; but evidently there must be an enquiry into its usefulness. There have been years at the frequent warnings of typhoons which did not touch Hongkong, and this is natural considering that these so-called false alarms cause trouble and expense. Still, they kept us on the safe side—and they indicated at least the improbability of our ever being allowed to be caught napping. It is now painfully clear that we were never safe. The Observatory told the shipping that the winds would be moderate and variable, accompanied by showers and possibly some thunder. As a fact, we had with less than half an hour's warning a typhoon such as has not struck the Colony since 1871. The public will now not be satisfied unless there is an exhaustive enquiry held touching the whole conduct of this department.

There is to be no change in 1907 in the composition of the Indian troops here.

Hongkong has contributed toward the upkeep of the Imperial Institute from its formation up to March 31st last, a total of £705 3s. 10d.

Owing to the typhoon the Criminal Sessions, which should have opened at the Supreme Court yesterday, were adjourned until today.

The *MERLIN*, sloop, was to be commissioned at Sheerness on September 15th by Capt. J. E. Parry for surveying service, to be employed on the China Station.

A presentation from the Japanese Emperor, consisting of a lacquered golden cup, embellished with the Emperor's arms, was made in Hull last month to J. E. Seddon, second officer of the London steamer *Woodford*, for rescuing four Japanese fishermen off the coast of Japan, in August last, during heavy gales, and after they had been clinging to an overturned boat for ten hours.

ANOTHER P.M. STEAMER ASHORE.

S.S. "MONGOLIA" AT MIDWAY ISLAND.
Mr. S. Scherstone, agent for the Pacific Mail S.S. Co., yesterday received a cablegram from the Yokohama Agency reporting that the *S.S. Mongolia* had been at Midway Island, and that all the passengers were safely landed. No further information was contained in the telegram.

The Hongkong passengers call for San Francisco, via Mr. and Mrs. P. P. Finney, Messrs. J. Abney, H. W. Robbins, and Mr. S. H. Lee, Messrs. P. W. and A. C. Lee, Mrs. W. P. Rindge, Messrs. Gerald and Robert Muloon, Mr. E. H. Vibi, Master H. V. Burke, and Mrs. E. Hall.

THE ACCELERATED C.P.R. MAIL SERVICE.

We are advised that the C.P.R. Company's *R.V.S.S. Empress of India* which left Hongkong at 10 a.m. on Monday, the 17th, this steamer, as our readers are aware, is the first packet carrying mails under the accelerated schedule and her arrival at Vancouver on time is noteworthy, especially as according to reports from Japan she was delayed at Nagasaki. The mails are due in London on the 28th inst., per *Empress of Britain*.

ARTS AND CRAFTS EXHIBITION.

A most generous offer has been received by Sir Henry Berkeley Kt., K.C., Chairman of the Arts and Crafts Committee, from one of the members of the Committee who has asked the acceptance of 10 gold and 100 Silver Medals by the Exhibition Committee to be awarded to successful competitors.

It will be remembered that the Secretary, Capt. J. Marchant, particularly mentioned in the general arrangement of exhibition that no prizes would be awarded. This statement must now be amended since prizes of Medals will be upon a very generous scale in proportion to the number of exhibitors. The thanks of the Community and Committee are due to the generous donor goes without saying and it is hoped that this gentleman will give permission to publish his name as an example of how good are the feelings of all classes and nations in this Colony.

It is certain that such an offer will do much to encourage exhibitors in the first exhibition of Arts and Crafts in Hongkong.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 8.00 a.m.—Orders issued to hoist the Black Drum and at 8.49 a.m. to fire the typhoon gun.

The centre of a small typhoon, probably formed last night to the East of Hongkong, passed quickly over the Colony between 8.30 a.m. and 11 a.m. It gave no indication of its existence until close to the Colony.

Telegraphic communication between the Observatory and Hongkong is interrupted. Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 3.45 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S.E. winds, decreasing; showery.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

S.S. "MONGOLIA" ASHORE.

LATEST INFORMATION.

SHANGHAI, September 18th.

The Pacific Mail steamer *Mongolia*, which called at Midway Island, to drop Mr. Ward, the manager of the Commercial Cables Co., is stranded three miles out.

Five hundred people were safely carried ashore, all well; not a single passenger is missing. They are expected to proceed to Honolulu on the 22nd.

There is every likelihood of the vessel refloating.

TRUCE IN CUBA.

LONDON, September 18th.

The belligerents in Cuba have agreed upon a truce, and a peace conference is to be held, with a view to a settlement before the American Government intervenes.

LUGARD RESIGNED.

LONDON, September 18th.

Lieut.-Col. Sir Frederick Lugard, of Uganda fame, has resigned his commission.

Who's Who this summer has been published by K.C.M.G., ex 1901, C.B. 1895, D.S.O. 1897, Jan. 1898, ex 1902, Hon. Member, Shaw Savill & Albion Line, 1879-80, (mod); Sudan Campaign, 1885 (despatches, medals and two clasps, bronze star); Burma Campaign, 1885-86 (despatches, D.S.O., medals with two clasps; comm. expedition against slave traders on Lake Nyasa, 1888 (severely wounded); employed by British East Africa Company in command of Expedition of the Sahab, and Administrator of Uganda, 1892-93; in 1893, employed by Royal Niger Company in command of Expedition to Hergo to negotiate British claims, 1894-95; in charge of Expedition for British West Africa, 1895-96; in 1896, H.M. Commissioner of Northern Nigeria, 1896-97; H.M. Commissioner of Northern Nigeria with rank of Major-General, 1900-5.

THE UNITED STATES AND CUBA.

LONDON, September 18th.

Mr. Taft, Secretary of State, leaves Washington today for Cuba, accompanied by Assistant Secretary Mr. Bacon, to investigate the state of affairs and to try to restore peace. Four more American cruisers are going to Cuba.

President Roosevelt, in a letter to the Cuban Minister, refers unequivocally to the responsibility of the United States in Cuba, and warns him that independence can only be assumed if Cuba shows the ability to maintain order and peace; prolonged anarchy means American intervention.

CRETE.

LONDON, September 16th.

Prince George has resigned the High Commissionership of Crete.

GREAT BRITAIN AND DISARMAMENT.

LONDON, September 16th.

Mr. Haldane, in a speech, approved of disarmament, but said that it must be with co-operation among the Powers. England could not afford to put herself in a weak position.

RUSSIA.

LONDON, September 16th.

A massacre of the Jews in Odessa is feared, and a terrible panic prevails.

CORRESPONDENCE.

OBSERVATORY REFORM REQUESTED.

TO THE EDITOR OF THE "DAILY PRESS."

S.S. "Taming."

September 18th, 1906.

SIR,—The notice we had of the approach of the typhoon of this morning is typical of the kind of service we get from the Observatory here, and as a China coaster of twenty-five years service, eighteen as master in one of the most prominent firms, I would suggest that the Jesuit fathers in either Shanghai or Manila, be petitioned to take over the Meteorological service here that they may all work in harmony and that we may expect some reasonable security in the way of notice, and some really definite idea of the whereabouts and action of these devastating storms.

In this I am sure I do but voice the opinion of all the shipping community, for we place the most implicit faith in the forecasts of the worthy fathers, and swear by them; these "experts" here, we usually swear at.—Yours, etc.,

A. W. OUTERBRIDGE.

Master Mariner.

THE TYPHOON.

SERIOUS SHIPPING LOSSES.

MANY FATALITIES.

WHOLESALE DAMAGE AFOAT AND ASHORE.

Not for many years has such a destructive typhoon visited the colony as that which yesterday struck Hongkong. Coming almost unexpectedly, it took a large section of the boat community by surprise, and this unpreparedness led, not only to wholesale destruction in the harbour but to enormous loss of life. One of the most disastrous that has taken place here within twenty years, the full extent of the damage and loss which it has occasioned cannot yet be estimated.

Very few words, however, suffice to show that it was something quite beyond the ordinary. At least three large steamers, one French vessel of war, a large sailing ship, some water-boats, and many launches, are total wrecks. The Kowloon foreshore and buildings present a heart-rending scene. The fine new ferry wharf and offices just erected on the Kowloon side are gone. So are many other piers. The damage must represent millions of dollars while many hundreds of people must have perished. On the Kowloon side workers were employed for two hours picking up corpses.

THE FIRST WARNING.

Day dawned rather dully but nothing unusual was anticipated until about seven or eight o'clock. By that time a number of sampans had decided to seek refuge, but it was not until the warning gun was fired about 8.40 that anything like a general exodus was attempted. And then it was too late. The steamers due to depart exercised a wise prudence and remained within the harbour, but prepared to steam ahead to meet the force of the gale which was already beginning to assert itself. The "white horses" were galloping, and the sampans that attempted to leave the Praya for a less dangerous place were dancing on the waves in a manner that left little hope even for skilled seamanship to save them. Shortly after nine o'clock there was no doubt that a real typhoon had descended on the Colony. The north-easterly wind had risen to a hurricane, its violence on sea and land made short work of any but the most substantial obstructions. On this side the waves were not dashing over the Praya as is usually the case at such visitations. They dived all their fury to the Kowloon shore, doing terrible mischief.

AT BLAKE PIER.

The Praya afforded the best point of view from which to see the operation of the elemental forces and to note the awful results which followed. About ten o'clock a large crowd had gathered in the vicinity of Blake Pier. By that time the driving rain and mist enveloped the greater part of the harbour and only the craft nearer shore were visible. The sampan people who had not been able to get away in time, cleared from their boats, taking ashore their small belongings and leaving the boats to the mercy of the wind and the waves. Soon it was seen that several junks had broken from their moorings and were being carried down eastwards, and they had not passed out of view when a big lighter was seen drifting. The launches in the neighbourhood were seen to be having an anxious time and though they were steaming against the gale it seemed as if in spite of all efforts, they would drag their moorings and be carried against the deadly wall. Happily, with the several exceptions which will be noticed, most of the steamers rode through the terrible storm practically unscathed.

TIMBER FLYING LIKE FEATHERS.

The bamboos and pieces of wood which were being torn from the temporary roof erected over the side of the new Post Office, and whirled along the Praya, attracted attention to that building. It was seen to be swaying as each gust struck it and every moment it was expected to collapse. But before that event happened the building was struck by a wave which was now looking somewhat dishevelled, gave way. Its supports were unable to stand the great strain and with a crash the structure fell in, the greater part of the masonry falling on several sampans which were tugging at their anchors. A minute or so later another crash indicated that the Star Ferry wharf had shared the same fate, the wooden erections being damaged and the masonry spread out on the floor of the wharf itself. Neither did Queen's Statue wharf escape either, the effect in this instance being rather peculiar. The demolished structure looked as if its supports had sunk, leaving it much lower in the water than it had formerly stood. Just before half past ten a fierce blast stripped a considerable part of the scaffolding from the Post Office and sent the pieces flying in all directions, but strange to say though there were several pedestrians in the locality no one was struck or at any rate seriously injured by the rain of broken bamboos. Scarcely had the building recovered itself from this blast when another, apparently more violent, struck it, and with a tremendous report of cracking timbers the whole fell outwards with a loud crash. One of the windows of the Canadian Pacific Railway Company's office was broken. Again it was fortunate that no one was injured, especially as that thoroughfare was being used by people who were venturous enough to desire to witness the scenes of devastation on that vicinity. The scaffolding at the new Law Courts also collapsed. This seemed to be the culmination of the gale. The wind decreased sensibly and in another half hour the typhoon had spent itself.

A PLUCKY RESCUE.

Of the many rescues which took place during the morning none was more plucky than one effected at Blake Pier. A Chinaman coming down Connaught Road was driven by the wind past Blake Pier. He made a wild dash to grasp the lamp post but struck his head

against it and fell over into the water. Mr. H. S. Bavan witnessed the occurrence and bravely came to the rescue. As he got on to the pier an Indian constable with rare presence of mind undid his turban and smothering an end of this Mr. Bavan jumped into the water and caught the unfortunate man. With the aid of the turban he was pulled ashore and the injured native was afterwards taken to the hospital.

THE SCENE EASTWARDS.

Eastwards the scene was one of wholesale destruction. Sampans and junks were smashed to pieces on the Praya Wall. Boats and wreckage were swept by the waves right on to the road, and the wreckage piled in places to a height of several feet. Wharves were destroyed and scarcely anything in the water escaped the destructive element.

Opposite the Blue Buildings sampans were wrecked by the force, and the terror-stricken occupants, unable to cope with the forces that beat against them, were drowned, many of them without attempting to help themselves. Further on junks disappeared at the onslaught of the waves, but the stone pier at Observation Place proved the death trap to numbers. The small craft driven helplessly before the gale, could neither pass nor get through this projection and the pilot of wreckage, with upturned boats and junks, told its tale of wholesale loss of life and extensive destruction of property. Though countless people must have perished, the number rescued was considerable. Mr. Andrews and the staff of Penzance and Company with Mr. Forbes and others did yeoman service and saved many lives. Between that and the Sugar Works the road was torn up and the metal displaced, while the wreckage of launches and all sorts of craft were piled on the surface, making the roadway impassable. The overhead electric wires were brought down and many of the cars which had just to stop where they were when the current ceased had to wait the full force of the storm. Still, few if any of them were overturned. Even the telephone standards snapped and fell, while several lamps were blown down. Here also the galewinds suffered, three of them having the front blown out, a fate which also befell the Seamen's Institute.

YACHTS LOST.

The yachts at Ah King's and the Corinthian Club suffered badly. About fourteen or fifteen went down, the *Imoby* and the *Sage* being the only two to ride through safely. The *Imoby* was seen a little lower down and capsized. The launches whose anchors had been almost all dismantled, floated blown away and docks cleared. Somewhat as was felt as to the fate of the houseboat *Mermaid* occupied by Mr. Ramsay and his family but how they fared was not known yesterday. Mr. W. H. Donald lost his thousand-dollar houseboat.

PATIENTLY EVERYWHERE.

A general phlegm could not be witnessed. Hundreds of destitute people wandered along the Praya looking sorrowfully at the remnants of the boats strewn on the roadway, to much stunned and appalled to realise the extent of the loss. Weeping women met one at every turn, while the crying of the homeless children was a sad sound. It is many years since the boat population were so stricken as they were yesterday.

Not far from No. 2 Police Station Inspector Gentry, Mr. Fitzgerald and many others threw themselves wholeheartedly into the work of rescue, and many Chinese also today are that good fortune to the unsparing efforts of these men.

Many brave deeds were witnessed here also, and the Chinese, especially the younger ones, and European-appearing did many things which they might not have attempted had that influence been absent. In one instance a junk had drifted to the shore, and was being smashed against the side. As the vessel rose on the swell the two boys, who seemed its only occupants, were told to jump. One of them sprang out but the other, hesitating, did not leap until the junk was being carried out by the receding wave. Then he fell among the wreckage, which imprisoned his brother as well. Here they were likely to be crushed by the junk as it was thrown upwards, but another boy bravely rushed forward and at considerable risk separated the timbers and freed them both. This instance is typical of many that were witnessed during that sad morning.

Several junks grounded on Kowloon Island while the steam launch *Rox* and a number of junks went down between there and the shore.

AT THE SUGAR WORKS.

When the extent of the storm was realised and the danger to life which was involved, Mr. A. Rodger shut down the works and with a praiseworthy unanimity all the employees were engaged in rescue work. In this the Chinese took a conspicuous part and showed that their sympathies were quick and that they needed no incentive to obey the obvious call to the duty before them. The sea was dashing with such force on the sea wall that they displaced the solid masonry, while the drifting craft were being dashed against the jetty, part of which was gradually carried away. Standing at this spot the men, armed with poles and bamboos, lured the helplessness of the many wrecked junks and sampans, but so terror-stricken were numbers of the crews that more heroic measures had to be adopted to secure their safety. No matter how great the danger the Chinese employees were to the front and displayed a bravery worthy of the highest commendation. Barefooted they were able to go where the others could not venture with the same degree of safety. Of course the Europeans were not idle either, and it is not necessary to add that they materially assisted the record of lives saved. How busy these people were can be imagined when it is stated that at least twenty boats were wrecked here and between 300 and 400 people rescued.

But their assistance did not end here. Mr. Rodger found shelter for the people in the various sheds and store rooms, while in an apartment upstairs the necessary warmth was imparted by the vacuum pans. Suitable nourishment was provided for the children and the older people were also fed. Had the wind not changed at the time it did the damage at this point would have been even more extensive.

IN THE CITY.

Naturally business was at a standstill. The Star forces were running in the early morning but stopped after eight o'clock, while residents in the Peak found that their usual means of descent to the city was not available. Those who tried chairs were soon convinced of the risks they incurred and that walking was the least dangerous. The roads in the upper levels were obstructed in many places by uprooted trees and broken branches which had fallen across, and even in the lower levels the trees suffered as much. On the whole it was remarkable that so little damage was sustained in the city itself. A few roofs were partially stripped, balconies were torn from their hinges, flower pots were sent flying, and a few windows were broken, but property escaped in a wonderful manner. On the streets it was a different matter. Rickshaws were overturned and chairs were wrenched from the shoulders of their bearers, carried into the air and dashed to the ground. On the Praya a couple of coaches were very much astonished when their chair was forced out of their grasp, lifted upwards, and finally carried into the sea. Pedestrians were whirled off their feet or driven before the hurricane when it caught them in the open, while falling debris induced most to leave the middle of the road and keep under the verandahs. The tramway system was early brought to a standstill and the damage done to wires and standards, not to speak of the cars themselves, will take some days to repair. Telephonic communication was dislocated from a similar cause.

The streets were in a short time miniature lakes. The gulleys were unable to carry off the extraordinary volume of water and those who had to make their way along Queen's Road had to do so up to the knees in water. The Chinese, did not feel at all comfortable in the circumstances and usually waded in pairs. At Murray Barracks and other roadways from the slope the water came with such a rush that the struggling pedestrians were sometimes carried off their feet. Eastwards the residents were more inconvenienced by the flooding than perhaps those in any other part. The water made its way into the shops along the Praya East and into the houses in the side streets, giving the occupants a busy time protecting their possessions. Among the Japanese shop community one or two men were indeed at work in bathing costumes, a job which was certainly not out of place.

Garden Road was impassable at the lower end by reason of the fallen trees, a similar condition being found in Battery Path, while the approaches to the Public Works Department were littered with broken branches.

The result in which Mr. T. Hough was riding was overturned, the compartment being injured, while Mr. Hardin was thrown from his chair, which was blown over.

The outposts at Mount Austin Barracks were demolished.

The Star Ferry wharf (Hongkong side) having collapsed, later the ferry boats piled from Blake Pier. One of them, with awning stripped, and stanchions bent, showed signs of rough experiences.

A fire two opposite The Castle, Mr. Bruton's house, was blown down, blocking the road. The two-story portion of that gentleman's house was wrecked, and the grounds devastated.

Zetland Street, with its sharp declivity, was transformed into a staircase, the water from which collected in front of the Connaught Hotel and the Savoy Street.

AT THE HONGKONG HOTEL.

Guests breakfasting late were attracted to the verandah looking towards the Praya, and saw the huge wooden roof over the new Post Office building, carry away. The gale kept ripping out planks here and there, until the structure looked as if it had been "stormed at by shot and shell." These planks went whirling away like scraps of paper, some dropping far out on the sea, others "bouncing" into neighbouring verandahs. Passengers and sightseers on the streets ran great risks. Two policemen passing that way were nearly struck just before the big collapse took place. What was left of the roof lifted and away it giddily, uprooted or disconnecting its supporting timbers and scaffolding. These crumpled down like a house of cards, making a horrible noise, and the roof followed with a sidewise lurch, slowly, almost gracefully, until it went to pieces with the rest on the street below. One of the big windows of the C. P. R. Co.'s fine office was broken by the flying debris. Thanks to the alertness of the Manager, Mr. Haynes, all was made fast within the hotel in time to avert serious damage. Residents who had stored breakable property on their verandahs suffered rather heavily. The worst damage to the hotel was to a glass-covered corridor joining one wing to another, and used, we believe, as a sewing room. This was wrecked. A number of people were storm-bound; a few yards from each hotel across was a waist-high flood.

AT THE TYPHOON SHELTER.

A visit to the typhoon shelter at Causeway Bay showed that a great number of small craft had found safe refuge there, many of them in a more or less dilapidated state. Along the Praya from the Naval Yard to Bowring, there was abundant evidence of the destructive force of the wind. The stone pier opposite Observation Place was surrounded by wreckage showing that many a lighter had been dashed to atoms against the pier. A great quantity

NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telephone Address: Editor's Office, A.B.C., 5th Ed. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the Club will be held at the Club Pavilion, Happy Valley, on FRIDAY, 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

L. E. BRETT, Hon. Secretary.
Hongkong, 18th September, 1906. [173]

INTIMATIONS

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the Club Pavilion, Happy Valley, on FRIDAY, 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

L. E. BRETT, Hon. Secretary.
Hongkong, 18th September, 1906. [173]

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 30th June, 1906.

THE TRANSFER BOOKS of the Company will be closed from the 22nd to 29th September, both days inclusive.
DOUGLAS STEAMSHIP COMPANY, General Managers.
Hongkong, 18th September, 1906. [174]

CHEAP CLEARANCE SALE OF DRAPERY, &c. DART LOONG'S

FOR ONE MONTH ONLY. FROM 15th SEPTEMBER. TO MAKE ROOM FOR NEW GOODS. Hongkong, 17th September, 1906. [1734]

HONGKONG CLUB.

NOTICE.

THE TENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club, Payable on SATURDAY, the 23rd September, 1906, will be held at the Hongkong Club House, at 11 o'clock A.M., TO-MORROW, the 20th September, 1906. Members of Debentures are invited to attend the Drawing.

A. O'D. GOURDIN, Acting Secretary.
Hongkong, 18th September, 1906. [1717]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. Apply by letter to—
B. R., Care of Office of this Paper.
Hongkong, 18th August, 1906. [1577]

WEIHAIWEI SCHOOL.

A HIGH-CLASS EDUCATION for sons of Europeans. Preparation for English Public Schools by Experienced and Qualified Masters. Magnificent Climate. New School House in an excellent situation by the sea. Recreations—Cricket, Football, Swimming, Boating.
For terms, etc., apply to the Headmaster, HERBERT L. BEER, L.C.P., Weihaiwei, 10th September, 1906. [1701]

HARBOR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On SATURDAY and MONDAY, 22nd and 24th September—
From West of Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.
All Ships, Junks and other vessels are to keep clear of the ranges.
L. BARNES-LAWRENCE, Captain, R.N., Harbour Master, &c.
Hongkong, 11th September, 1906. [1718]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure of the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN ROWLANDS, Secretary.
Hongkong, 7th July, 1906. [1381]

RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.

1874 to 1904.
Price 82 Cash. On Sale at the "Daily Press" Office, or Local Booksellers.

ENTERTAINMENTS

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND, TO-MORROW (THURSDAY), 20th SEPTEMBER, at 9.15 P.M.

TICKETS (82 and 81) may be obtained from VOLUNTEER HEADQUARTERS and from Messrs. KELLY & WALSH, LTD., Hongkong, 10th September, 1906. [1704]

KOWLOON CRICKET CLUB.

GRAND AL FRESCO CONCERT

TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCLOSURE, Austin Road, Kowloon, On SATURDAY, 22nd SEPTEMBER, at 9 P.M.

Admission 51. Tickets to be obtained from MEMBERS or at the GATES.
BEST LOCAL TALENT SECURED.
Hongkong, 15th September, 1906. [1728]

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & Co., Hongkong, 1st January, 1906. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.

I. AUTHORIZED CAPITAL... £5,000,000
Subscribed CAPITAL... 2,750,000
PAID-UP CAPITAL... 887,500 0 0
II. FUND... 3,383,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.
Hongkong, 21st April, 1897. [311]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CANN ROAD.
Hongkong, 20th September 1906. [673]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE."

2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road.
EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—
Mrs. G. SACHSE, "St. George's House."
Hongkong, 17th March, 1906. [44]

TO BE LET.

A LARGE FURNISHED BEDROOM

in a Cool and Airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.
Apply by letter to—
"H. H. H." Care of "Daily Press" Office.
Hongkong, 17th July, 1906. [1398]

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tung Yuen").
Hongkong, 27th June, 1906. [43]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR-GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902. 883

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (WEDNESDAY),

the 19th September, 1906, at 10 a.m. at R.M. NAVAL YARD, SUNDAY NAVAL VICTUALLING, OBSOLETE and CONDEMNED STORES.

Comprising—

BOATS' ENGINES and BOILERS, LATHES, TURNABLES, ANCHORS, MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, SUPPLIES PROVISIONS including MARMALADE and COFFEE, OFFICERS' MESS TRAPS, TOBACCO, &c., &c., &c.

TERMS OF SALE:—As Customary.

HUGHES & ROUGH, Government Auctioneers.
Hongkong, 3rd September, 1906. [1669]

TO LET.

TO LET.

NO. 3 CONDUIT ROAD. Electric Light

fitted, installed. Possession from 1st September, 1906.
Apply to—
H. M. H. NEMAZEE, Hongkong, 9th June, 1906. [1232]

TO LET.

A HOUSE in KNUITSFORD TERRACE

KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [79]

TO LET.

NEW EUROPEAN HOUSES in

Hampshire Avenue and Caranion Villas, Kowloon.
Apply to—
HEWAN & Co., 15 & 16 Connaught Road, West.
Hongkong, 1st August, 1906. [1506]

TO LET.

NOS. 5 & 6, GRANVILLE AVENUE.

Kowloon.
FLATS in ROBINSON ROAD, Kowloon.
Possession from 1st November.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Agents.
Hongkong, 31st August, 1906. [390]

TO LET.

A N EIGHT-ROOMED HOUSE, with

Garden, situated at No. 31, Pokfulam Road.
Apply to—
WONG TAI FONG, 24, Bank Buildings, Queen's Road.
Hongkong, 25th August, 1906. [1633]

SHAMEEN—CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 6th July, 1906. [1377]

TO LET.

TWO GODOWNS, at East Point, close to

the Water, suitable for the Storage of any Cargo.
Floor Area, 6,100 square feet each.
Apply to—
JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [256]

TO LET.

THREE LARGE GODOWNS, in the

Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.
Apply to—
H. N. MODY, Victoria Buildings.
Hongkong, 10th May, 1906. [1051]

TO LET.

IN HOTEL MANSIONS.

SUITE of Three Rooms on 3rd FLOOR, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.
Apply to—
HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, 20th July, 1906. [1443]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House,

with a Godown.
Apply to—
E. A. & C. F. DE CARVALHO, 14 Arbutnot Road.
Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.

With Immediate Possession—in Wan Chai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.

IN HOTEL MANSIONS, a suite of Three

Large Offices on corner overlooking Des Voeux Road; cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co., Prince's Buildings.
Hongkong, 20th March, 1906. [678]

TO LET

TO LET.

A LARGE and SPACIOUS ROOM or

OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.
Apply to—
WONG CHU SANG, At Yee Sang Fat & Co.
Hongkong, 25th August, 1906. [1632]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the

Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—
C. H. GRACE, Secretary.
Hongkong, 25th May, 1906. [1156]

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE

GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.
Apply to—
E. M. HAZELAND, No. 35, Queen's Road Central, or to WING ON, Contractor, No. 34, D'Almeida Street.
Hongkong, 19th July, 1906. [1436]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPTON'S DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [80]

TO LET.

"BROOKHURST" PEAK, Newly Painted

and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess.
No. 3, ARBUTHNOT ROAD, Central Locality.
No. 2, DES VŒUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed.
"BITION" on ELANATION ROAD, PEAK. BISHOPS' LODGE, NORTH PEAK (furnishings from 1st November, 1906 to 31st March, 1907).

NOS. 1 & 2, BEACONSFIELD ARCADE,

facing the Parade Ground.
ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).
No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Calicut, Macgregor's). 2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.
HOUSES on the ROBINSON ROAD Level, Cheap Rentals.
73, WYNDHAM STREET.
Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 24th July, 1906. [1183]

TO LET.

NO. 7, MOSQUE TERRACE, Newly

Painted and Colour Washed.
Apply to—
M. L. CHAN, No. 1, Mosque Terrace.
Hongkong, 11th September, 1906. [1716]

TO LET.

OFFICES in KING'S BUILDING and YORK

BUILDING.
A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RAPON TERRACE.
FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

TO LET.

FAIRVIEW, ROBINSON ROAD,

Kowloon.
2nd FLOOR No. 12, Queen's Road Central.
Apply to—
LEIGH & ORANGE, 1, Des Voeux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

"IRANEE BUNGALOW," Kimburley

Road, Kowloon. Tennis Court attached.
Apply to—
AIRATOON V. APCAR & Co., 45, Wyndham Street.
Hongkong, 14th July, 1906. [1414]

HONGKONG

BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents.
35 & 37, Hing Loong Street (1st Street West of Central Market). Telephone No. 515.

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M. MUMETA, JAPANESE ARTIST.

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PRINTING.

"DAILY PRESS" OFFICE

Proofs read by Englishmen

ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 27th July, 1906

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st Sept. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 28th Sept., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Sept., at 11 A.M.

No Fire Insurance has been effected. Hills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th September, 1906. [1726]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 19th September, 1906. [1]

S.S. "OCEANIC."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. s.s. *Madagascar* and *Carthage*, from Havre &c. s.s. *Malapout*, from Bordeaux &c. s.s. *Frederic Moré*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining un

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

| OUTWARDS. | | STAMERS | TO SAIL |
|------------------------|------------|--------------------|---------|
| GLASGOW AND LIVERPOOL. | "MENELAUS" | On 27th September. | |
| GLASGOW AND LIVERPOOL. | "NINGCHOW" | On 27th September. | |
| HOMEWARDS. | | STAMERS | TO SAIL |
| LONDON, AMSTERDAM and | "CYCLOPS" | On 25th September. | |
| ANTWERP | | | |
| HAVRE, ROTTERDAM and | "KINTUCK" | On 30th September. | |
| LIVERPOOL | | | |

* Taking Cargo for Liverpool at London Rates. † via Hongkong.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| STAMERS | TO SAIL |
|--|-------------------------------|
| VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, NAGASAKI, KOBE and YOKO- HAMA | "NINGCHOW" On 25th September. |

WESTWARD.

| STAMERS | TO SAIL |
|---|--|
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. [9-10] |

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO. LIMITED.

| FOR | STAMERS | TO SAIL |
|--|-------------|--------------------|
| MANILA | "TAMING" | On 19th September. |
| SHANGHAI | "NANCHANG" | On 19th September. |
| SHANGHAI | "SHAOHSING" | On 20th September. |
| YOKOHAMA | "LIANGCHOW" | On 21st September. |
| YOKOHAMA and KOBE | "CHINGTU" | On 22nd September. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | On 25th September. |

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Kerosene Light. Unvalued Table. A daily qualified
catering is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
various Ports.

For Freight of Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 15th September, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS Across the Pacific to the "EMPIRESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS. | (Subject to Alteration). | ARRIVE VANCOUVER |
|----------------------------|--------------------------|---|
| R.M.S. "EMPIRESS OF JAPAN" | 6,000 Tons | LEAVE HONGKONG 27th Sept. ... 15th Oct. |
| "EMPIRESS OF RUSSIA" | 6,000 Tons | Thursday, 27th Oct. ... 27th Oct. |
| "EMPIRESS OF CHINA" | 6,000 Tons | Thursday, 25th Oct. ... 12th Nov. |
| "TARTAR" | 4,325 Tons | Wednesday, 31st Oct. ... 24th Nov. |
| "EMPIRESS OF INDIA" | 6,000 Tons | Wednesday, 14th Nov. ... 21st Dec. |
| "ATHENIAN" | 3,882 Tons | Wednesday, 28th Nov. ... 22nd Dec. |

"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPIRESS" Steamships,
11,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £22.
Intermediate on Steamers ... £20, ... £42.

1st Class Railways ...
R.M.S. "EMPIRESS OF JAPAN," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th September, 1906.

T. ARIMA, Manager.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STAMERS | SAILING DATES |
|-----------------------|--------------------------|
| PRINZ HEINRICH | WEDNESDAY 26th September |
| GNESSEN | WEDNESDAY 10th October |
| PRINZ LUDWIG | WEDNESDAY 24th October |
| PRINZESS ALICE | WEDNESDAY 7th November |
| ROON | WEDNESDAY 21st November |
| BUELOW | WEDNESDAY 5th December |
| PRINZ REGENT LUITPOLD | WEDNESDAY 19th December |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 2nd January |
| SEYDLITZ | WEDNESDAY 16th January |
| PRINZ HEINRICH | WEDNESDAY 30th January |
| GNESSEN | WEDNESDAY 13th February |
| PRINZ LUDWIG | WEDNESDAY 27th February |

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon, the Steamship
PRINZ HEINRICH, Captain Groch, will sail, calling at NAPLES and GENOA,
and CAIRO, will leave this Port on above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 25th Sept. Cargo and
Sports will be received on Board until 5 p.m. on Tuesday, the 25th Sept., and Parcels
will be received at the Agency's Office until Noon, on Tuesday, the 25th Sept.
Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

| RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | 2nd Class | 3rd Class |
|---|-----------|-----------|-----------|
| TO NAPLES, GENOA AND GIBRALTAR | 461 0 0 | 242 0 0 | 232 0 0 |
| return | 91 0 0 | 63 0 0 | 33 0 0 |
| TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG | 85 0 0 | 44 0 0 | 24 0 0 |
| return | 97 0 0 | 66 0 0 | 36 0 0 |
| TO NEW YORK VIA SUEZ | 64 0 0 | 44 0 0 | 26 0 0 |
| via NAPLES, GENOA OR GIBRALTAR | 115 0 0 | 79 0 0 | 47 0 0 |
| return | 63 0 0 | 46 0 0 | 27 0 0 |
| VIA BREMEN OR SOUTHAMPTON | 123 0 0 | 83 0 0 | 49 0 0 |

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPU, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

| STAMERS | SAILING DATES |
|-----------------|-----------------------|
| PRINZ WALDEMAR | WEDNESDAY, 19th Sept. |
| PRINZ SIGISMUND | TUESDAY, 16th Oct. |
| WILLHELM | TUESDAY, 13th Nov. |

ON WEDNESDAY, the 19th SEPT., at 4 P.M., the Steamship "PRINZ WALDEMAR,"
Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

| RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | 2nd Class | 3rd Class | 1st Class | 2nd Class |
|--|-----------|-----------|-----------|-----------|-----------|
| TO MANILA | \$50 | \$30 | \$20 | return | \$50 |
| TO NEW GUINEA | \$28 | \$18 | \$12 | return | \$28 |
| TO BRISBANE | \$30 | \$20 | \$14 | return | \$30 |
| TO SYDNEY | \$33 | \$23 | \$15 | return | \$33 |
| TO MELBOURNE | \$31 | \$21 | \$13 | return | \$31 |
| TO YOKOHAMA | \$80 | \$50 | \$30 | return | \$80 |
| TO KOBE | \$85 | \$55 | \$35 | return | \$85 |
| TO YOKOHAMA and back from KOBE to HONGKONG | \$140 | \$90 | \$50 | return | \$140 |
| THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: | 1st Class | | | | |
| TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer | \$27 0 0 | | | | |
| TO EUROPE VIA AUSTRALIA AND AMERICA | 96 0 0 | | | | |

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & U.S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

| | |
|--------------------------------------|-----------------------|
| SHANGHAI, TSINGTAU, [PRINZ LUDWIG] | Tuesday, 25th Sept. |
| YOKOHAMA and KOBE [PRINZ SIGISMUND] | Wednesday, 26th Sept. |
| SHANGHAI, NAGASAKI, [PRINZESS ALICE] | Wednesday, 16th Oct. |
| KOBE & YOKOHAMA | |

* Including Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & U.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:

| TO | 1st Class |
|---------------------------------------|-----------|
| To Bremen | £82 0 0 |
| To London via Plymouth or Southampton | £3 10 0 |
| To Paris via Cherbourg | £5 0 0 |
| To Naples, Genoa, via Gibraltar | £5 0 0 |

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------------|--------------------|--------------------------|
| TJILIWONG | JAVA | Second half September | JAPAN via SHANGHAI | Second half September |
| TJIMARI | JAPAN | Second half September | JAVA PORTS | Second half September |
| TJIBODAS | JAVA | Second half September | JAPAN via SHANGHAI | Second half September |
| TJIPANAS | JAPAN | Second half October | JAVA PORTS | Second half October |

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 13th September, 1906.

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.
W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 9th August, 1906.

THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STAMERS | TO SAIL | REMARKS. |
|--|-------------------------------------|-------------------------|-------------------------------|
| YOKOHAMA VIA SHANGHAI, CHINGWANTAO, MOJI and KOBE | POONA Capt. C.R. Longden, R.N.R. | About 17th September | Freight. |
| SHANGHAI | DELHI Capt. J.D. Andrews, R.N.R. | About 18th September | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | DEVANHA Capt. T.H. Hild, R.N.R. | Noon, 22nd September | See Special Adverticement. |
| MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SOCOTRA Capt. W.R. Hicky | About 27th September | Freight only. |

For further Particulars, apply to

F. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1906.

BOVRIL

is the Cook's best friend.

No Cook can afford to be with-
out Bovril. An appetising and
nutritious soup is quickly made
by the use of Bovril and it renders
Curries and all made dishes
palatable and strengthening.

170-3

**KEATING'S
LOZENGES**
EASILY CURE
THE WORST COUGH.
One gives relief. An increasing sale
of over 50 years is a certain test of
their value. Sold in bottles everywhere.

GRIMAULT & Co
Medicinal Skin Soap
RECOMMENDED BY eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.
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Paris

VICHY'S
GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT
HOPITAL DISEASES OF THE Stomach
GRANDE-GRILLE, Liver complaints
CELESTINS, Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
With the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Alleviating any acute or chronic
alkaline water at home.
BEWARE OF FORGERY

THE NEW FRENCH REMEDY

TRADE MARK

THE THERAPION No. 1 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.
THE THERAPION No. 2 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 3 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 4 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 5 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 6 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 7 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 8 is a
small, portable, and easily applied remedy, used in the
treatment of all skin diseases, and is the only remedy
which has been adopted by the Paris Hospitals in the
treatment of Ringworm, Acne, Psoriasis, Eczema and
all other skin diseases. It is a true, reliable, and
effective remedy, and is the only one of its kind.

THE THERAPION No. 9 is a
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THE THERAPION No. 10 is a
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THE THERAPION No. 11 is a
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